

REPORT

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SUPPLEMENT TO
REPORT NO.

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a.	15 November 1951	12 MIG 15s 6 Ia 7s 2 Po 2s
b.	18 November 1951	12 MIG 15s 8 Ia 7s 2 Po 2s
c.	19 November 1951	14 MIG 15s 8 Ia 7s 2 Po 2s
d.	23 November 1951	13 MIG 15s 1 Type 29 8 Ia 7s 2 Po 2s
e.	25 November 1951	11 MIG 15s 1 Type 29 8 Ia 7s 1 Po 2s
f.	28 November 1951	10 MIG 15s 8 Ia 7s 2 Po 2s

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2. Aircraft Details

Document No. 4
No Change In Class. ☐
☐ Declassified
Class. Changed To: TS S (C)
MAR 74-2
07 SEP 1978

- 1) All MG 15s were silver finished
- 2) Type 29 aircraft were silver finished.

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b. Fittings

1) All MIG 15s were fitted with auxiliary wing tanks under their wings throughout the reporting period.

2) The auxiliary wing tanks appeared to be of two sizes:

Smaller: Pear shaped, tapered to the rear, protruding slightly ahead of the leading edge and flush with the trailing edge of the wing.

Larger: Pear shaped, tapered to the rear, protruding approximately one quarter to one third of the wing width ahead of the leading edge and very slightly to the rear of the trailing edge of the wing.

c. Refuelling

Throughout the reporting period MIG 15s have been refuelled from a 3,000 liter gasoline truck which backed up to the aircraft and, by means of a smaller motor pump on wheels situated between the aircraft and the gasoline truck, refuelled by the insertion of a hose (approximately fist size in diameter) into a point on the port side of the fuselage just above the wing root. The auxiliary wing tanks have been fitted to the MIG 15 at all times, but they have not been observed to be filled in any way.

3. Flying Activitya. General

1) Flying activity has been very spasmodic throughout the reporting period.

2) No night flying has been observed to be undertaken.

b. Detailed Activity1) 18 November 1951

0900 hours A Po 2 with two occupants took off, and carried out local flying.

0945 A Po 2 landed. One man got out and a new one got in.

1010 A Po 2 took off again and carried out circuits and landings.

1135 A Po 2 landed and returned to dispersal. No further flying was undertaken on this date.

2) 19 November 1951 3 MIG 15s and 1 La 7 were formed up in a line on the South side of the runway.

0815 hours 2 MIG 15s from the Southern dispersal taxied on to the runway and lined up behind each other, 50 meters apart. The aircraft commenced rolling simultaneously and were airborne after a run of approximately 800 meters, flying away out of sight to the West.

0835 2 MIG 15s from the Southern dispersal taxied on to the runway and lined up behind each other, 50 meters apart. The aircraft commenced rolling simultaneously and were airborne after a run of approximately 800 meters, flying away out of sight to the West.

0840 A Po 2 with two occupants, took off and carried out local flying.

0925 A Po 2 landed.

0945 A single La 7 took off and flew away to the West.

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- 1015 4 MIG 15s in formation: x
- x
- x
- x
- appeared from a south-westerly direction and overflew the airfield, making a wide circle and landing at close intervals, approximately 15 seconds between landings. After landing the aircraft taxied very fast back to the Northern dispersal.
- 1045 4 MIG 15s from the Southerly dispersal, taxied on to the runway and formed up into two pairs, the aircraft keeping to either side of the runway, and with a distance of 200 meters between the first and second pair. The aircraft commenced their take-off simultaneously and after a take-off run of approximately 800 meters, became airborne and flew in the x following formation
- x
- x
- x
- to the West at a height of approximately 700 meters.
- 1135 An La 7 returned to the airfield from the South and landed.
- 1220 4 Mig 15s returned in pairs and landed close behind each other, taxiing away very fast back to the Northern dispersal.

3) 23 November 1951

10 MIG 15s were parked in a line on the Southern side of the runway.

1300 Mechanics commenced running the engines of several of the MIG 15s on the Southern dispersal.

1415) 1 MIG 15 took off and after an average run of 1200 meters,
 1416) became airborne and carried out local flying.
 1425)
 1429)
 1430)

1443 A single MIG 15 landed.

1454 A single MIG 15 landed.

1531 A single MIG 15 took off, circled the airfield and landed at 1535 hours.

1532 A single MIG 15 took off, circled the airfield and landed at 1539 hours.

1544 2 men were observed to enter an aircraft, very similar to a MIG 15. The aircraft took off made two circuits of the airfield and landed at 1550 hours.

1555 A single MIG 15 took off, carried out local flying and landed at 1615 hours.

1608 A single MIG 15 took off, carried out local flying and landed at 1620 hours.

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4. Airfield and Adjoining Soviet Airforce Accommodation as of 24 November 1951a. Barracks on Sportsplatz (South of Finow railway station)

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Occupied by approximately 300 Soviet Airforce personnel, together with 8 gasoline trucks of approximately 3,000 liters capacity and a number of miscellaneous prime movers.

b. Barracks Biesenthalerstr.

This barracks consists of two distinct barracks blocks with a large coal dump in between. A total of 800 Soviet Airforce personnel occupy the barracks, approximately 400 being in each block. The majority of the personnel wore either propeller or signals insignia. The coal dump was constantly guarded.

c. Barrack block, Finow West

This appears to be the principal accommodation barracks where all the officers apparently are billeted. A Kommandantur, Field Post Office and Guard room are situated at this barracks. Approximately 800 personnel appear to be billeted here; all Soviet Airforce personnel apart from 250 enlisted men, wore black shoulder boards with red piping.

5. Anti-aircraft Battery, Wolfswinkel

This battery consists of 4 anti-aircraft guns of approximately 9 cm caliber with a predictor and listening apparatus. The whole of the site was camouflaged and appears to have a strength of approximately 150 personnel wearing black shoulder boards with red piping.

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